

FITZ JOHN PORTER

STILL THE SUBJECT IN CONGRESS.

Mr. Catchum and Mr. Brown Against the Bill.

WASHINGTON, January 19.—The House went into Committee on the Private Calendar, and took up the Porter bill. Mr.

In opposition to the bill. In the course of his remarks Mr. Catecheon graphically portrayed the engagement going on with the thunder of the cannon calling "Fitz John Porter, this way, this way." Porter listened, and lying back, said: "That is not the voice of the enemy."

Pope." (Loud applause) At the conclusion of Mr. Outcheon's remarks he was warmly applauded by the Republican side.

Mr. Greenleaf (N. Y.) took the floor, saying the whole case turned on two simple questions of fact, which history ought to have decided long since: First—Did or

promptness and zeal 6:30 p. m. order of Pope, of August 27, 1862; and second, did Porter find himself confronted by a greatly superior force at the time he received Pope's order of 6:30 to strike Johnson's flank and rear.

but under the circumstances, highly commendable, and by virtue of Porter's better knowledge of the surroundings, for the welfare of the whole army.

Mr. Brown, of Indiana, said when a poor boy, worn out with a long day's march, went to sleep on his post, or after a long campaign sought without leave a glimpse

shot and nothing was said, but when a man with a long coat and epaulets on his heels, with a commission in his pocket, ignominiously misbehaved in the presence of the enemy, it would seem that he ought to be turned over to the town constable to be rescued from the clutches of the law by habeas corpus. He then proceeded with a

Mr. McCadoo, of New Jersey, next spoke in support of the bill, continuing his remarks mainly to a reply to the speech made by Mr. Steple yesterday.

Mr. Slocum said he did not propose to take any action looking to the close of the debate. They should stay and discuss this case till the people were informed the

any could be roomed. He had never witnessed such an absurdity as this of three hundred gentlemen sitting here discussing a subject they know nothing about and could never know. [Sensation and excitement.] Mr. Stocum then moved the committee rise, amid protests from the other side. The Democratic seats were nearly empty, and the motion was voted

Mr. J. S. Wise, (Va.) said he desired to ask Gen. Slocum in all seriousness, if he was sincere in his remark; if those were really his views. If it was a fact that the house did not and could not know anything about the case, he felt disposed to let the matter stand as it was left by the court martial, composed of men who did know

Mr. Slocum explained further that non-military men could not understand the value of the movements of a battalion or brigade.

A GREAT SOMETHING.
A New and Novel Railway from Alaska to Mexico.
CHICAGO, January 20.—Another, and probably the most extraordinary of modern

to construct a line of railway from Alaska to Mexico, using the continental divide, or main range of the Rocky mountains, for a road bed. The company has been incorporated in California and Colorado as "The Continental Divide International Railway company" with a capital stock of only

"Will not the construction of the road involve an enormous outlay?" was asked of H. W. Johnson, the projector.

"Not such as might be expected," he replied. "While other roads are troubled by elevations, we will utilize these as the chief means of motive power."

up hill and down all the way, the divide being composed of a chain of mountains following each other in more or less regular order. Commencing, say, with a connection with the Canadian Pacific, we will run our line up one hill and down another until we reach the Southern Pacific."

A NEW MOTIVE POWER.

"It is the invention of Henry H. Cowles of San Francisco. Under this system locomotives, in the ordinary sense will not be used, stationary engines, when necessary, taking their place. But the chief economy of the system consists in conserving the energy to be derived from descend-

heavy set of springs, which are wound up, so to speak, by the going down of the car. Thus the momentum of the car is checked by the resistance of the springs, and sufficient power is stored up to drive the wheels up the next incline, less only the amount of friction. On two inclines of equal height, it will, of course, be seen

"What proportion of the distances will occasion the necessity of stationary en-

"That would be difficult to determine, as the nature of the decline and ascent will make a very material difference. Of course an abrupt ascent requires proportionately a much greater expenditure of power than a more gradual one, but the distance will not be so much increased by this as the power of the engine to be used, a steep ascent be-

While the route has not been surveyed, we have looked it over, and find that an average not more than one fifteenth of the hauling of cars will have to be done by steam power, the force of gravity and the conservation of this force doing the rest. In many places the ascent gained on a mountain will be suffi-

"How is the speed of trains to be regulated in this system?"

"By the use of brakes and the regulation

is gathered. These are so regulated that the wheels can be reversed in a moment, and, if necessary, the cars can be run back up hill even for a considerable distance."

Bellough Must Hang.

"CINCINNATI, January 19.—William McHugh, thrice convicted of the murder of

his wife, was to-day sentenced to be hanged May 2.